

# DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

WINTER 2005 | VOLUME TWO | NUMBER ONE



## 2004 DeLorean Car Show!

- Bob Gale Talks "Back to the Future"
- Raffle Car Winner's Report
- Jennifer Parker visits Pigeon Forge







# DeLorean Motor Center

Service Begins with the Customer.







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# vision

By **Ken Koncelik**, Editor in Chief

## "Doc Brown Doesn't Drive a @#&\* Mustang"

The Pigeon Forge show took the DeLorean Car Show to a whole new level and for the first time we did the show indoors at the Smokey Shadows Hotel and Grand Hotel Convention Center. For three days DeLorean owners from all over the world met and had a grand time.

With Pigeon Forge over and almost two years until the next show I was wondering on how many people actually even knew of some of the speakers we had.

To many, Jim Prentice is a name that came out of the blue. He had, after all, not been heard from for years and yet here he was at the show. To listen to him speak you got the feeling you were back in Ireland during the building of the DeLoreans themselves.

Jim was actually on the crew that was assigned to get the production of the DeLoreans up to 50 cars per day. Once that goal was achieved the crew was let go for what reason no one is truly sure since many stories prevail such as money shortages, too many cars were being produced etc.

Jim added a presence to the DeLorean Car Show that was unique and we do plan to have him back again. He has many more stories to tell, and I'm glad I can provide a forum in

which he can be heard and appreciated.

Another person that is getting better known to you as owners is Fred Dellis. Fred is the owner of Legend Industries and designer of the Legend turbo. At Pigeon forge we had three of the original turbos there in center stage. This is the first time that three have been assembled together in some time.

Fred has joined us for a few events over the years and again we hope to see him at future shows. He was overwhelmed at the size of the Pigeon Forge show and he has become more of a DeLorean



enthusiast because of it.

Not enough can be said for our special BTTF Guests. To begin with Claudia Wells and I have had conversations for about a year but when we met it all came together and she was the life of the party so to speak. Her outgoing personality along with her fond memories of the car and the movies made her a smash hit at the show.

Claudia lead the take over of the Saturday night auction and with help from a few other cast members auctioned off everything we had as well as one of her personal cars! John



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Schultz won that one and has since taken possession of it.

Claudia came complete with her junior executive son Sebastian. They entertained the group for all three days and Claudia is just as amazing in person as she is in the movie.

Through Claudia and Stephen Clark I had the pleasure to introduce to those of you at the show Bob Gale. He directed the BTTF movies. His insight into the movies and his talk to the audience was very interesting and entertaining. Bob even told us why Doc Brown drives a DeLorean with an unforgettable quote. (you can get the T-shirt at [DeLoreancarshow.com](http://DeLoreancarshow.com))

A special treat was Jeffrey Weisman who played George McFly in the 2nd and 3rd BTTF movies. He came in as Charlie Chaplin and entertained the audience before dinner. Immediately after dinner he added a very interesting interview with the audience where he shared a lot of personal information and where his career had taken him.

The BTTF guests really added a lot to the whole program and your numerous requests to have them back are appreciated and we will see what we can do to make that happen.

Wrapping up the BTTF summary was actually our lead speaker for the show on Thursday, Stephen Clark. Stephen is not new to the DeLorean Car Show and again he did an excellent job in talking about the BTTF connection with the Show and followed up with some great videos of the BTTF cast in a reunion.

Then of course we had the vendors. Don Steger shared with us some videos of his shop and his all DeLorean Wedding. Don showed us some of his BTTF creations as well and Dan brought his recently finished BTTF conversion.

Rob Grady unfortunately had problems getting to the show and arrived late but even after a long hard drive he joined in with Fred Dellis to talk about the Legend Turbos.

John Hervey talked about his products and product lines he was working on. There are many new products that John has added over the last year and our community looks to be well served by him for years to come.

One of the main events was the raffle for the 1983 DeLorean. Rick Jones of Texas won the car and has received it. He has enjoyed driving it and we've got an article from him and his buddy, Shannon Birdwell, who coaxed him into buying a ticket, in this issue!





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This show was a huge success partly because of all the speakers and the extremely large vendor displays and sales . With close to 130 cars and 511 people it will be the show to top and we hope you help us do it at Pheasant Run, Chicago in 2006. We will be adding more tech sessions and hopefully will enjoy the success of yet another record breaking show.

I sincerely thank all of you for your support. Without it this show would not exist. The Chicago group will go one step farther and offer tech sessions to work on cars and other exciting events leading up to the car show in 2006. Stay tuned to learn more!

**See YOU in Chicago! ---**

*Kenneth J. Koncelik*

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# PROJECT DELOREAN

Steve Stankiewicz



**F**ew will disagree that the Delorean's looks and its performance are somewhat less than a match. With its gleaming stainless skin, low profile and gullwing doors, casual observers immediately group the Delorean in with other well known "exotics" such as Lamborghinis and Ferraris. It's this common misconception that often leads to people bad-mouthing the Delorean for not having the performance that it was in fact never intended to have. This always led me to wonder what would have happened if the Delorean Motor Company had remained in business. What would the 1984 or 1985 DMC-12 been like? How would the company have dealt with this reputation as an exotic car with anemic performance? We know they were working on a turbo version. But would this increase in power have been accompanied by aesthetic enhancements too? I believed it had to. Take the venerable Porsche 911 for example. As the power of the 911 was pumped up, so was its body. There was no mistaking a turbo model with its bulging fender flares, wider stance and huge rear wing. I had to believe that the Delorean would have followed a similar path, but with DMC out of business, there was no way to find out what the Delorean could have been.....or was there?

What if I created my own interpretation of what a later, DMC-12 sport model would have looked like? It would have to have more power and electronic fuel injection. The undersized, non-ventilated disk brakes would also have to go. In their place would be huge, 13" vented rotors with 4-piston calipers. Brakes this large however wouldn't fit inside the standard 14"/15" wheels so they too would have to be upgraded to more modern standards with a 17"/18" wheel combo. To get just the right stance, I'd need an adjustable ride height. Aluminum coil-over shocks on all four corners would fit the bill. Next, that worn-out 1980's interior would be replaced with a full custom one. As for the body, no respectable exotic is worth a lick if it doesn't have functional side air intakes and a rear profile so wide and low that it needs "wide load" flags. (If you've ever been behind a Lamborghini or Ferrari, you know what I mean.) To accomplish this and fit in the extra-wide rear tires, I'd have to widen the body. That's right, widen the body. My Delorean would be a full 8 inches wider than stock. This was the plan for creating my version of what the Delorean "Type S" might have been.

To tell the full story of Delorean VIN 02650, we have to first go



back to 1996. While driving near my home, I caught a glimpse of something unusual hiding in the back of a used car lot. Always curious, I pulled into a nearby parking lot and walked over to get a closer look. As I approached, I recognized this mystery car as a Delorean! This one had seen better days though and looked out of place here. It had been painted black (which didn't look bad), but it looked like it had been sitting there for some time. Just for kicks I walked up to the office and told the manager I was interested in the Delorean. The response I got was quick and rather blunt. "It's not for sale. We don't even have a title for it." Well, I didn't really need another project at the moment so I left figuring maybe I was better off without it.

Over a year passed when one day I received a call from Mercy, a good friend of mine. He was rather excited as he told me about a black Delorean he had discovered sitting in the back of a nearby used car lot. I chuckled a little as I told him he was a little late on this one and that I'd looked at the same car a year before, but that the dealer wasn't interested in selling it. (This is where the differences between Mercy and myself come out; he really enjoys "the hunt".) The fact that the dealer wasn't interested in selling the car and that he really didn't seem to know much about it just made Mercy that much more curious. He went back out to talk to the dealer the following day and got essentially the same story as I did. "It's not for sale and we don't have the title." But Mercy went one step further. He wrote down the VIN number and decided to run a search at the Motor Vehicle Administration just to see what he could find out about the car. That's when things really started moving.

A \$10 search at the MVA produced the name of a woman in Baltimore who owned the car and by that evening we had contacted her by phone and got the car's story. The Delorean had belonged to her grandson who had passed away several years before. She stored the Delorean for a few years, but when she needed some work on her regular car, she made an arrangement with the dealer that she would hand over the Delorean, he would sell it, take the money she owed him for the work and return any additional money to her. Since then the car had sat at the back of the lot for four years, the dealer apparently making no effort to sell it. As it turned out, the dealer did in fact have the title the whole time. (We never did really find out why he wouldn't sell the Delorean, but boy was she pissed when she found out he wasn't trying to sell it and was turning away interested buyers.) The following day she paid the dealer what she owed him to get her title back, we met and negotiated the selling price and by that evening I had a Delorean in my garage.



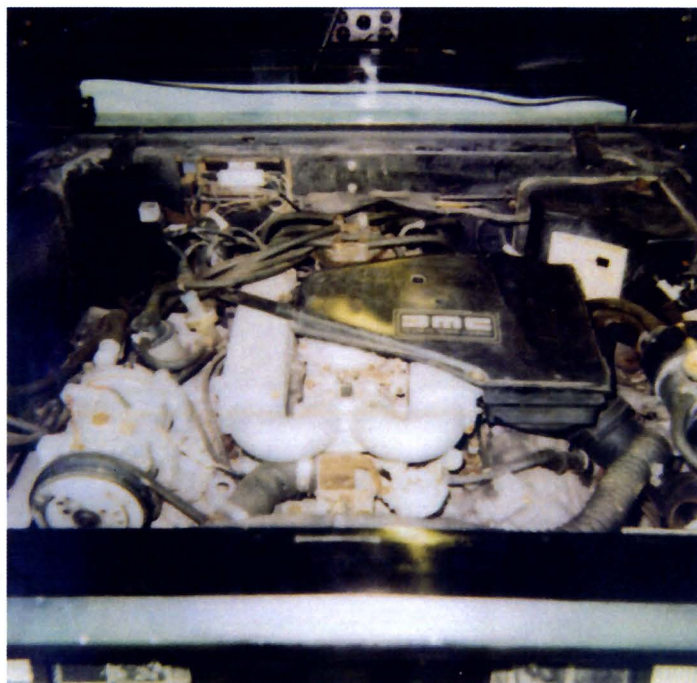


Now that 2650 was in my possession I had a chance to get a real close look and start putting together a plan for it. Time and the elements had taken a pretty rough toll on this Delorean and to be honest it was probably a sad excuse for a parts car. But I have to admit that despite the car's condition, it was still rather surreal having an actual Delorean sitting right in front of me for the first time. Its proportions and angles were unlike any car I'd ever owned and for the most part, the design seemed timeless. I must have sat and just stared at it for hours. But staring wasn't going to bring this particular classic back to life. Here's a taste of what we already knew was wrong with the car:

- Body Painted
- Windshield Cracked
- 4 Flat Tires
- Front Fascia Badly Warped (eyebrows)
- Louvers Cracked in Half
- Dash/Binnacle Faded and Cracked
- Headliners Falling
- Console Badly Ripped
- No Keys (and car is locked)

Without keys and with the doors locked, the only way in was with a hammer. (It's OK the windshield was already cracked.) A few swings with a hammer and we were in. Despite the musty smell, sitting in the driver's seat for the first time was quite an experience. The low, laid-back seating position, the long, raked-back windshield angle, the high center console; it felt more like a fighter jet cockpit than a car. This car was definitely something special and deserved far more than to be left rotting in the back of a used car lot. Even without a complete plan for the car I knew I would have to tackle it in an organized fashion or it would never get done. I decided to divide the project into three sequential phases; drivetrain, body, then interior.

First on the list for the drivetrain was to assess the engine. The odometer showed 32k, but I'm sure it was 132k. Knowing little about Deloreans and what damage storage with fuel can do, my first instinct was to charge up the battery and try to start it. After charging up the battery, I changed the fluids, added some fresh fuel and turned the key. Surprisingly she cranked, but nothing more. A little checking led me up to the fuel pump where I quickly learned what happens when you store a Delorean with fuel in the tank. Upon opening the fuel tank, I found that every piece of rubber in the tank had deteriorated into a thick, black goo. Even the thick aluminum casing of the fuel pump itself had corroded so badly there were holes in it exposing the electric motor inside. I ordered a fuel pump and



set of shop manuals from a vendor and over the next week or so breathed life into the slumbering beast. The engine ran, but never that well. As I started learning more about the Delorean, I also learned how costly some of the parts can be. That's when I looked around and added up what the cost to "restore" the car was going to be. It soon became evident that I could spend a bunch of money to make my Delorean just like everyone else's OR I could spend a bunch of money (maybe less) and make something truly unique. To be continued ...





# PILOT 25

Alistair McCann



It's funny you know? You spend six years of looking for a DeLorean and the one you find turns out to be the special one. THE ONE that they all want.

When I first heard about the DeLorean Motor Car I knew that one day I would get one. It's a car that always puts a smile on any Northern Irishman's face. A car to be proud of. This is the story of my DeLorean.

As I stood in the parking area of the factory waiting for the owner to open the door to the shed situated at the far end of the lot, I was filled with apprehension, what sort of condition was the car in? Did it start? What the hell was I getting myself into?

The door started to open in front of my eyes, I could see a set of feet and then legs starting to form under the door as it slowly opened, a face with a wide grin met mine, "so you've come to see the DeLorean?" said the wide grin.

The car was underneath a red custom made cover. As he pulled it off I could see the dust blown by the breeze coming away from the steel skin, I gasped, the car looked brand new. As the cover came off more and more the smile on my face grew wider and wider. It was better than I had thought, even the interior looked brand new.

"What's the VIN number?" I asked simply. I thought I had gone deaf. "SORRY?" I said, "Did you say PILOT 25?!"

"Yes" said the owner without any emotion in his voice. What had I found here?

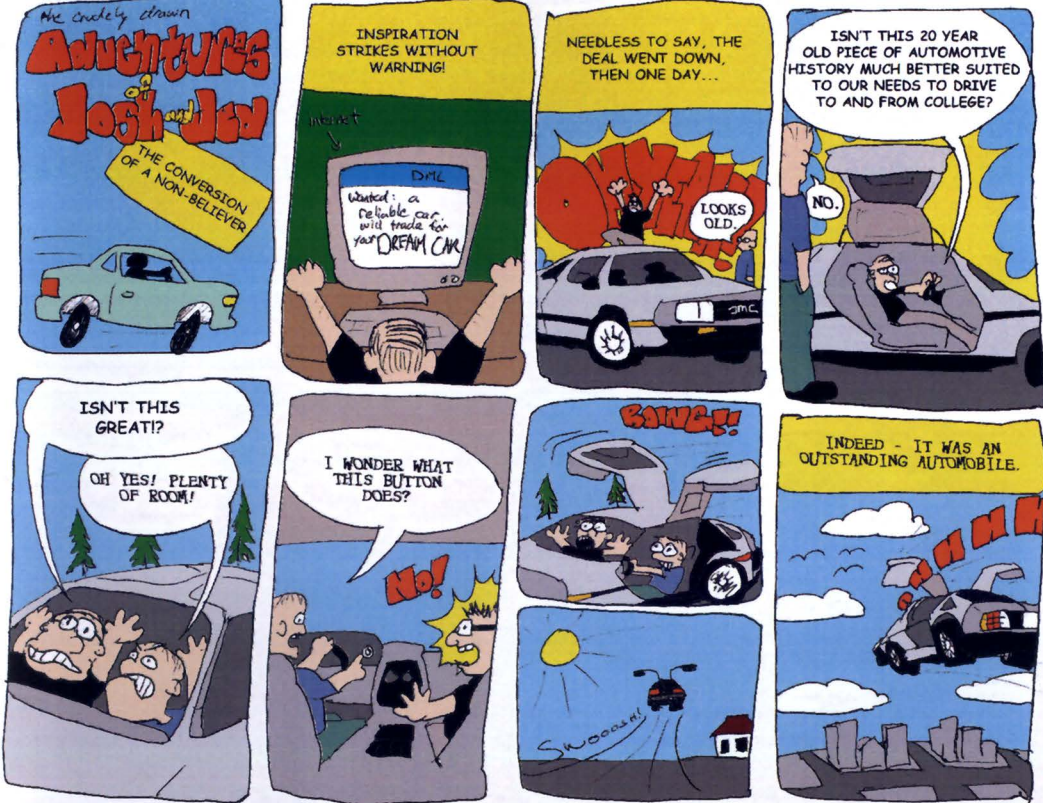
I started sweating. "Don't give anything away", I thought. This guy doesn't know what he has. "Ok," I said, "Give me a few days and I will get back to you."

Within 2 days of posting on all the major DeLorean sites to confirm my find, I had over two hundred replies. The car had been one of the first 6 to be made before major construction started at the Dunmurry factory. I basically had on my hands one of the oldest DeLoreans in existence. A flurry of calls to my bank manager followed, as I tried to get the financing available to buy this car.

The day finally arrived, and I brought a transporter to load the car up. In all the commotion I had never stopped to ask if the car was in running order, but all this was rudimentary now as I had paid £14,000 for the car and now it was time to bring it home.

I almost cried as the car slowly passed the former DMC factory and then onto the motor way and finally to my house, where I hope to have it running in time to see you all at EUROFEST 2006. —






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## (Back to the) Feature Car

W I N T E R 2 0 0 5



**Michael Luckey** of Newport News, Virginia (VIN 3760) woke up one morning and found his frame missing. Well...chunks of it would be more accurate. Anyway, here's a shot of the body/frame separation underway. Stay tuned for our next issue which will feature a technical summary of the project.



# 23 YEARS TO PIGEON FORGE

Dan Deutsch

**M**y road to Pigeon Forge was a long one, twenty-three years and two months to be exact.

I was 13 years old, standing at the Pizza Hut waiting for the number 5 Sandy Springs MARTA bus that took me to school in downtown Atlanta. Like all 13 year-old boys in 1981, my thoughts were mostly about Donkey Kong, Dukes of Hazzard, and Star Wars action figures. Girls still had cooties.

Suddenly, something landed, right there in the Pizza Hut parking lot. It was sleek silver, rumbled like a motorboat, and looked like a spaceship. My 13-year-old jaw dropped the same way my father's always did when he watched Charlie's Angels on TV. Then a door opened - not a normal door like you would see on a car - this door opened UP! My heart pounded as I waited for an alien to get out and ask me to

help him phone home. Instead, a grey haired man in a suit climbed out of this future car, and used the adjacent payphone. I read the logo on the rear of the car and it said "DeLorean". I might not have liked girls yet, but that morning I met my first love. I swore to myself that one day I would have a car like that. I turned around just in time to see that I missed my bus. It was worth it!

The dream of owning the car I saw that morning in the Pizza Hut parking lot motivated me to start my first business before I was out of high school. In no time I made my dream come true and my very first car was a DeLorean. Sadly, no one ever told me that you also had to pay for insurance, maintenance, taxes, speeding tickets, gas, and oil. As a teenager, I guess I was better at daydreaming than I was at math. I had to sell my beloved car, but vowed to get another someday.



In March of 2001 (now married with two small children) I was ready to reignite my quest for my dream car. Fortunately, my wife is not the jealous type and tolerated my extramarital infatuation. After an exhaustive search, I bought #15779; a single owner BAE Turbo five speed with only 2400 miles. This time, I could afford to keep it.

Most sane people would be satisfied with realizing a 20 year old dream - but owning a Delorean only fueled my passion. I started to crave more. I intended to find and buy "the perfect Delorean". I wanted to honor the work and vision of John Delorean and his team of engineers and designers. I also wanted to save an endangered species and preserve the best examples of the car I love for future generations. Mostly, I wanted to honor the dreams of a 13-year-old boy from Atlanta.

My two businesses were doing well, and I had the ability to engage in my Delorean fetish without compromising my family's lifestyle, so I dove in headfirst. I soon discovered that there never was such a thing as a "perfect DeLorean". They all had their own idiosyncrasies, some noticeable, some slight, but none are "perfect". I guess nothing in life is (with the possible exception of my VERY understanding wife).



In March 2002, I struck gold. On eBay, I found a generic listing for a Delorean. It had no picture, and no details, and a low price. On first blush, it appeared like someone was trying to unload a junker. For some unknown reason, my curiosity was piqued and I started to ask questions. The car was in cold storage at an original Delorean dealership in New York. The owner of the dealership had cocooned the car 21 years earlier, died and now the new owners of the dealership wanted to get rid of it. They had no details about the car. I bought a plane ticket and flew up to Vermont and took a ferry over to Plattsburgh, NY to get a peek. When I looked at the car I turned back into that 13 year old boy in the Pizza Hut parking lot all over again. Damn! This car was sweet! It's twenty-one year hibernation left it in pristine condition! I made my bid and bought the car that afternoon. I knew this was "the one".

Once #3356 arrived in Orlando, I put it up on my garage lift, and inspected every square inch. Each and every nut and bolt was immaculate. I kept reminding myself that nothing is perfect, but I was starting to second-guess that philosophy. I was sure this car would be a concours winner.

The Memphis Concours was only three months away, and I had to prep the car for its place in the winner's circle. Nothing less than perfection would do. I spent more than forty hours under the car with a toothbrush, (look ma - no cavities)! My old friend and fellow Delorean owner Mike





Sturba offered to help further prep and clean the car for the competition. Mike and I stayed up all night prior to the Memphis Judging, cleaning and going over every item in the handbook. **We had never done anything like this before, but were confident. When we were done, we had no doubt the car would be the winner.**

Hundreds of Delorean owners poured into Graceland from all over the world. We set up our tent at the Heartbreak Hotel and went to work cleaning the car. We worked through the night cleaning with Q-Tips to make the car immaculate. At one point, we were so tired Mike started cleaning a competitor's car by accident. Steven Wynn (owner of Delorean Motor Company in Houston) stopped by to admire my car and hinted that the side-stripe I had might not be original equipment and suggested that I might not want to risk it. I peeled it off. Just before "Rags Down" the Judges asked that we turn our cars 180 degrees for a better angle for pictures. Little did I know that those two events would seal my fate for the next two years.

When I turned the car around, I picked up a pebble in my tire tread. The point I lost for that, coupled with forgetting to put the tool kit back into the trunk after cleaning the car, cost me the competition. I got second place. After the competition, I packed away the original NCT tires - they would never come in contact with a pebble again. You can also bet that the toolbox would stay put from now on!

The next year in Houston, I placed second as well. That year they offered bonus points for factory authorized dealer installed options. I neglected to read about the rule change in the manual. (Some things haven't changed since high school.) There were six options, each worth a full point.

Ironically, one of those options was the side-stripe that I had removed the year before. Turns out it was original. I had three of the other options in my collection in Florida. In the end, I left 4 points on the table while my competitor earned 5 points on options. Despite this 9-point swing, I lost by only one quarter of a point. The judges also pointed out that there were two small screw holes in the front fascia where the dealership had installed a license plate frame. Afterwards, I replaced the entire fascia.

I'm not sure how it happened, but the dream of a 13-year-old boy to own a Delorean had now morphed into a fanatical quest to own the BEST Delorean - and I was not going to be denied. If anyone knows of a 12-step program for Delorean owners, please give me a call. This year, at Pigeon Forge, my dream would be realized. This year, there was no pebble, no factory options, and whatever flaws had been identified in previous years had been remedied. The car won by nearly 20 points.



I now own two DeLoreans, my driver and the concours

winner. Oddly, I am still not satisfied. I have recently purchased a Pearce Design stainless steel frame and plan to build a perfect Delorean from the ground up, with lots of help from DMC Humble. I figure this will allow me to accomplish two goals: first, to keep my Delorean passion alive, and second, to test the limits of my wife's patience.

As I look back on this journey, life might have been much simpler if I had seen an F\*#!ng Mustang at Pizza Hut.

My sincere thanks to Mike Sturba, Ken Koncelik, Stephen Wynn, James Espy and all of the Judges for making this dream become a reality. The Delorean community of owners are as unique as the cars they own. ■■■



W

hen we left off last time, we had just finished the interior. Next, I started to imagine the engine with new chrome pieces, but I had several problems. First, the cast iron parts in the engine would probably chip into the engine if they were to get chromed, for example the valve covers, the water pump, the intake, etc... I came up with my own idea to make chrome pieces to surround the engine parts, so with all the shaping that would first take place, because like they say they would have to fit like a "GLOVE" to give it that special look and not look "tacky". I started drawing and shaping a pattern for a mold so I could cut the right shape to fit around the existing parts.

My next task was making the cooling pipes look better by adding some color there. I went with new colorized versions and BOY did it look attractive after I got done, but the whole ordeal to run the tubing through the hoses was a total nightmare for I had to disconnect each and every hose from its base and run the new tubing through. That was the MOTHER of the changes for the engine.

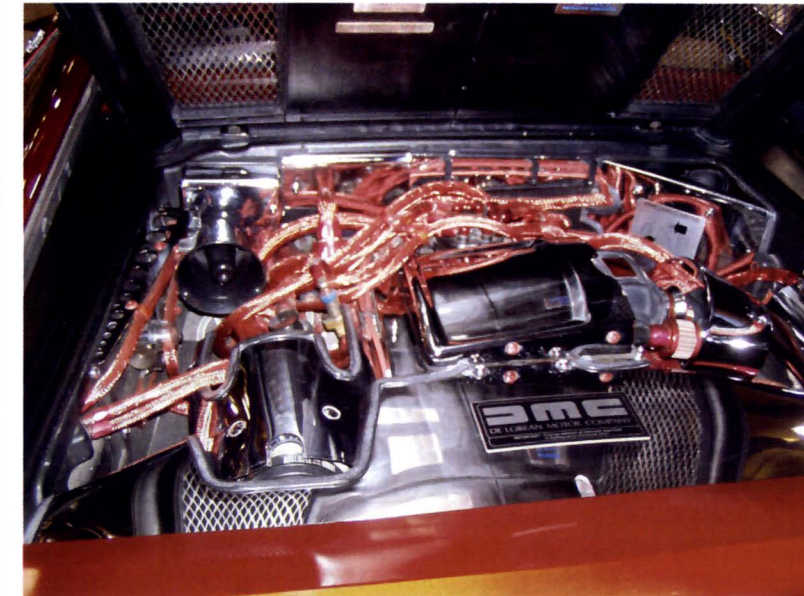
Throughout the project I always called on God, "Oh help me Lord, so I don't reconnect the wrong hose to the wrong place!"

What some of you don't know is that this was the second time I had done this because a few years ago I had silver tubing, now I have red tubing.

I also modified the air filter which gives the engine a whistling sound when changing gears and provides slightly increased horsepower. I made room for a talking alarm, combined with a silent motion sensor alarm.

If not for me being a one man army, unlike other Delorean owners, who might have had help from others to "SPIFF UP" their Delorean, I had none. I could have shortened the completion of my VINDIC8R, but who cares?

I have had lots of enjoyment at what I love doing. It keeps me entertained, So not to Alarm anyone, I will continue to enjoy myself with more things to do to my Delorean. All the blessings came to me in my sleep which I give credit to the ONE-AND-ONLY-THE LORD ABOVE, so stay tuned! ---



## Curtis Bryant's

# VINDIC8R part IV





**B**est known as co-creator of the wildly popular BACK TO THE FUTURE trilogy, award winning Screenwriter-Director-Producer BOB GALE is a graduate of the USC School of Cinema, where he met his frequent collaborator, ROBERT ZEMECKIS.

Even before graduation, Gale and Zemeckis set their sights on careers in Hollywood. Working without an agent, they sold several television scripts to Universal Studios, who offered them a 7-year contract as TV writers. But movies, not television shows, were their real love, and so they turned down the lucrative offer. Armed with student films and feature scripts, they caught the attention of, among others, Steven Spielberg and John Milius. Milius hired them to write "1941" (which Spielberg later directed) and thus began their professional motion picture careers.

The duo then wrote a script about Beatlemania in 1964; Spielberg loved it so much he signed on as Executive Producer so that Zemeckis could direct and Gale could produce. "I WANNA HOLD YOUR HAND" was released by Universal in 1978 to outstanding reviews.

Again working with Spielberg and Milius, the "two Bobs" (as they were known) wrote, produced and directed the comedy "USED CARS" for Columbia in 1980. Starring Kurt Russell and Jack Warden, the tale of warring car dealers is now considered a cult comedy classic.

Immediately following the release of that comedy, they concocted "BACK TO THE FUTURE," but there were four years of rejections before they were able to get it made. The award winning film grossed over \$200M in 1985, and the screenplay earned them Oscar nominations.

While Zemeckis directed "Roger Rabbit," Gale wrote the two "BACK TO THE FUTURE" sequels which he produced back to back for director Zemeckis in 1989.

With Zemeckis choosing to take a break from writing, Gale continued writing screenplays for directors such as John McTiernan, Paul Verhoeven and Walter Hill.

Gale began directing in the 90's, with an episode of HBO's "TALES FROM THE CRYPT."

Having always been interested in technology, Gale was one of the first Hollywood directors to get involved in creating videogames, and the result was the martial arts arcade game "TATTOO ASSASSINS," released by Data East. With this pedigree, Gale was asked by Sony New Technologies to create, write and direct their first interactive movie using Interfilm's patented theatrical interactive system. Gale's "MR. PAYBACK" was released in 1995 in 35 specially equipped theaters. Despite the tremendous audience reaction, business problems between Sony and Interfilm put an end to this promising new format.

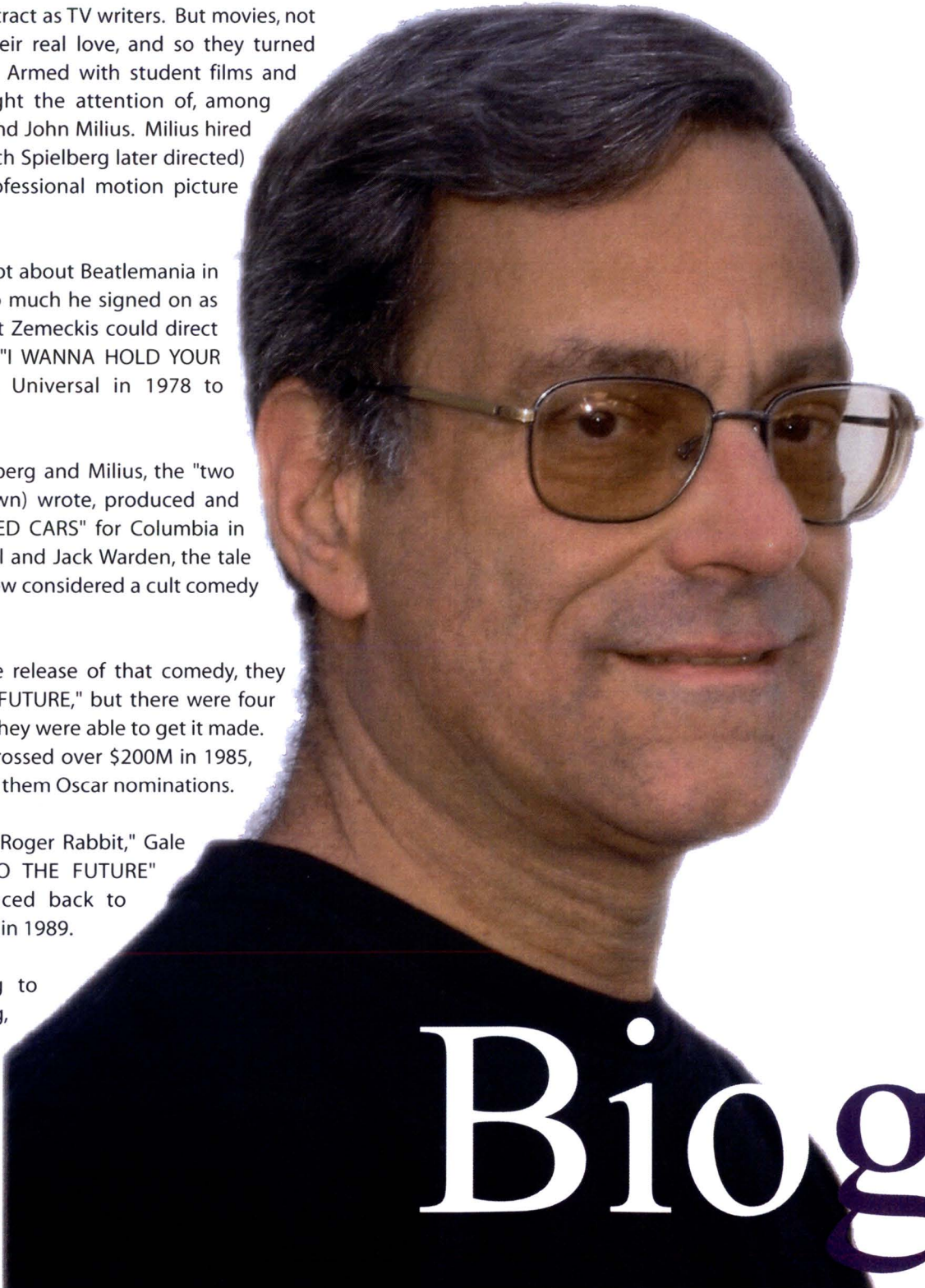
Gale then returned to writing theatrical screenplays, now with an intent to direct his own work...as well as doing various big budget studio rewrites. And just for fun, he began writing comic books for DC and Marvel. He was

instrumental in creating 1999's smash hit yearlong Batman Man story arc, "No Man's Land," scripting five of those issues; a 6 issue story arc for Marvel's "Daredevil" was published in summer 2001.

Gale's feature film directorial debut was "INTERSTATE 60" which, after playing the film festival circuit, was released direct-to-DVD by Screen Media Films in 2003. The fantasy-adventure-comedy was also written and produced by Gale, and starred James Marsden ("X-Men") as a young man who takes a rather unusual road trip on a highway which doesn't exist on any map. The cast included Gary Oldman, Christopher Lloyd, Amy Smart, Chris Cooper, Ann-Margret and Michael J. Fox.

Gale is currently working on several screenplays, and hopes to direct at least one of them.

He lives in Southern California with his wife and daughter. ---



# Bob Gale

## Biography

Bob Gale





# Jennifer Parker Visits Pigeon Forge

Claudia Wells

**H**ow many people can say that they had one of their best vacations ever in Pigeon Forge, Tennessee? Well, my son Sebastian for one. And I must admit that I had a wonderful time as well. Ken Koncelik invited us to be guests at his DeLorean car show and what an event it was!

Not just the 115+ DeLorean cars that showed up but the kindness I found in the owners of these spectacular cars made it all the more worthwhile. I experienced such appreciation for "Back to the Future" (I played Jennifer Parker, Michael J. Fox's present-day girlfriend in the original feature movie) from so many of you.

One particular man had tears in his eyes as he expressed his gratitude and love for the film. Not only was it magnificent to him, it opened up so many people's eyes toward the beauty and simplicity of such a magical automobile.

Still others told me they hadn't realized the significance or impact of the DeLorean until the release of BTTF. Now their lives revolve around their most precious commodity... their DeLorean! (Smile).

Until the Pigeon Forge event, I had not realized the implication of BTTF in the promotion of the DeLorean and the great sense of awareness directly caused by the movie. I am truly honored to have been a part of something that so many hold so dear.

Seeing Bob Gale, an honored guest also in attendance, and spending time with him after so many years was terrific. He is by far the most fabulous writer/producer with whom I have been fortunate enough to work. Next time you see him, ask him about the comic strip he wrote while in high school - you would quickly note that sense of creativity and flair for the unusual started long before BTTF ever was.

Ken and his beautiful wife Chris put on a remarkably beautiful, well-organized show. How could we ever forget those pastries she made... for everyone? My son and his new, great friend Josh Haldeman rode go-carts, played laser tag and God only knows how many video games... And I must admit I did meet up with them, together with Josh's sister Susannah and Patrick Conlon, for a very necessary midnight splurge of donuts at the now famous Krispy Kreme.

There are tidbits and stories galore that I could share about this very special weekend. In summary, I left Pigeon Forge with unforgettable memories: a warmth in my heart for "DeLorean" people, the town itself and its multitude of pancake houses, the best barbecue I've ever had and most especially the kindness, hospitality and warmth exhibited by all, toward each other and toward my son and me.

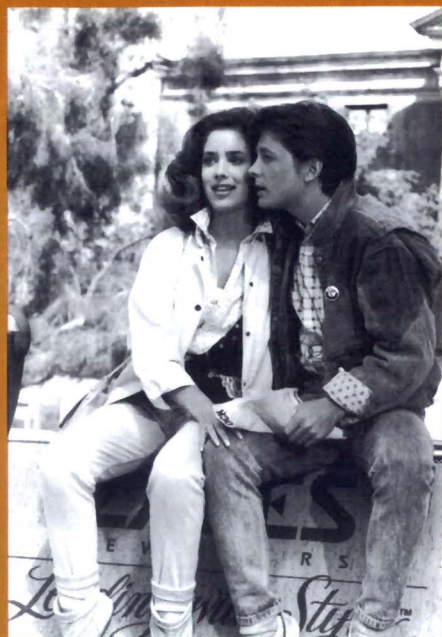
See you all in Chicago. In style and in your DeLoreans!

God bless you. ---



# Then...

©1985, Universal City Studios, Inc. Photo: Ralph Nelson. Courtesy of RTT.com

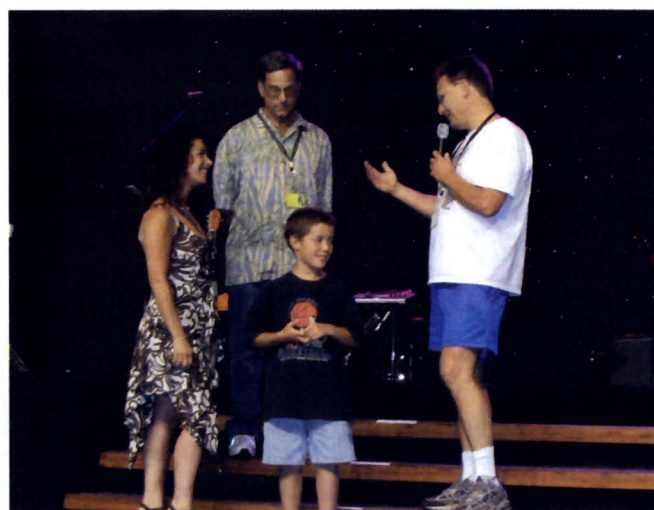


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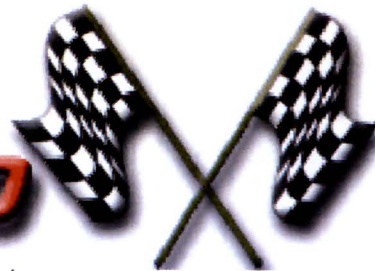
# ...Now







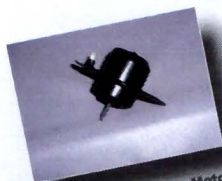
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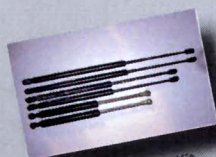
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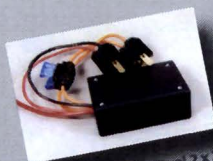
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Almost as small as a pack of cigarettes, but strong as the Fan Fix One and Two.



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Cut to length. Plug and play. Blue & black. Also fixed the odd size coming off the warm up regulator. No clamps needed.



**New De Lorean Fuel Pump**  
957 ver. comes with a new external check valve. This is the new update.



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Comes with everything needed. 5 year warranty.



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#1 name in DeLorean Alternators! Starting at \$239.95. D130, 140, 150+



**Performance Upgrade Parts**  
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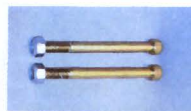


**Complete DeLorean Fuel Update Kit.**  
Kit contains all you need to convert from the old pick up hose that can collapse from heat and pressure. Helps Cut down on fuel pump noise. Simple and easy to install.



**DeLorean Brake Lines.**  
Stainless Steel DOT Approved.

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Includes the new all aluminum baffle, screen filter with aluminum barbed fitting, clamps, and special fuel/chemical resistance hose. Comes with instructions.



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Don't overheat. Install the air bleeder and protect the cooling system.



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Contains:  
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# A SMALL COLLECTION OF DE LOREANS - **DE LOREAN CAR SHOW 2004** - PIGEON FORGE, TENNESSEE





## INTRODUCTION

**M**uch of the information in this article has been covered in the "Back To The Future" Trilogy DVD supplements so, for those of you who are already familiar with that material, I apologize for the repetition - there are only so many stories worth telling. On the other hand, a wise man once said that if a story is worth telling, it is worth telling again. (Naturally, I can't remember who said it, but I'm happy to use it as an excuse!) I am also writing about things that happened as long as 20 or more years ago, and certain specifics in those memories may not be accurate. Finally, readers of this publication are no doubt far more knowledgeable about the details of the DeLorean models than I am, so I beg your indulgence with my own ignorance (and hope the editor sees fit to correct my mistakes before this falls into your hands).

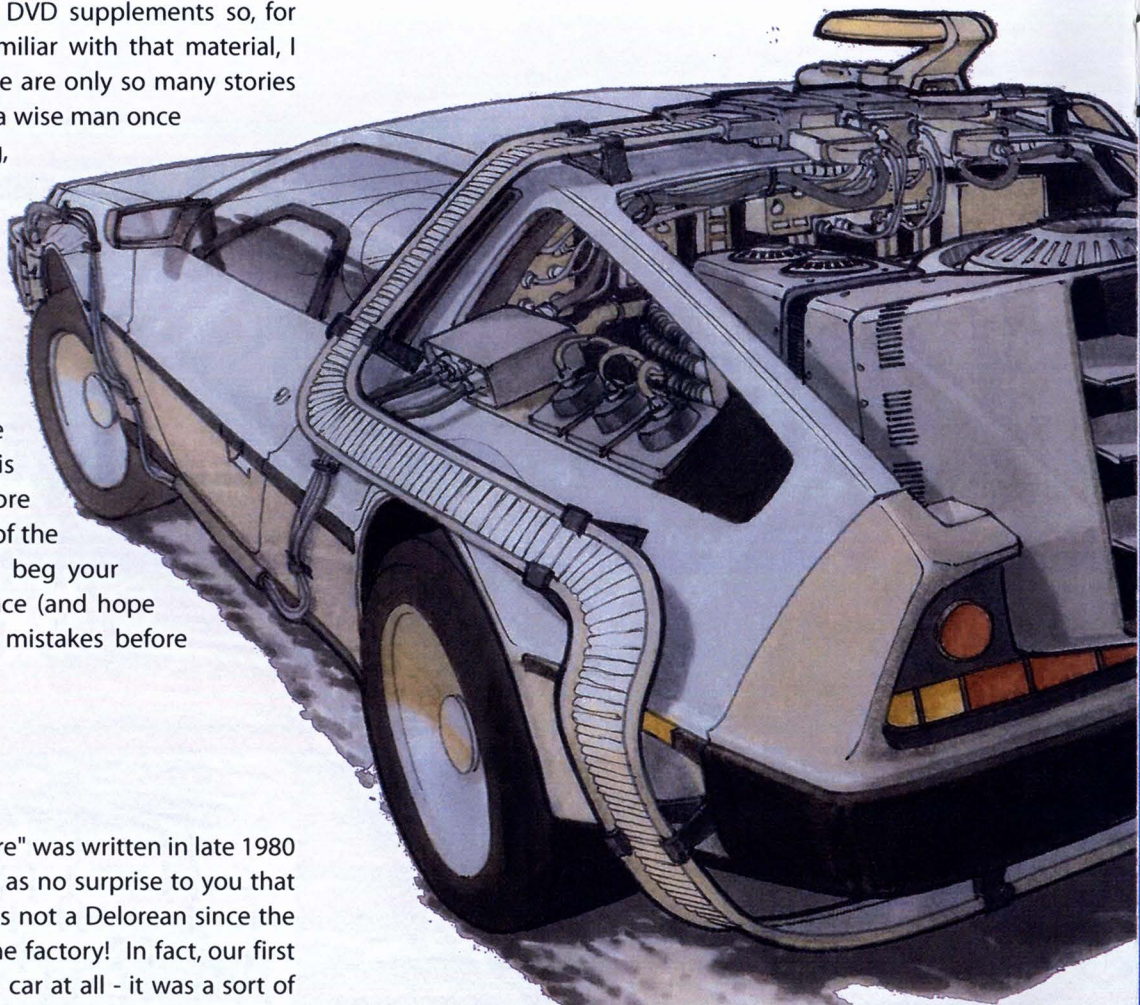
## ORIGINS

The first draft of "Back To The Future" was written in late 1980 and early 1981, so it should come as no surprise to you that the time machine in that draft was not a DeLorean since the first car had yet to come out of the factory! In fact, our first time machine was not built into a car at all - it was a sort of "Time Chamber" in which the person stood and would then be bathed in a ray that would transport him through time.

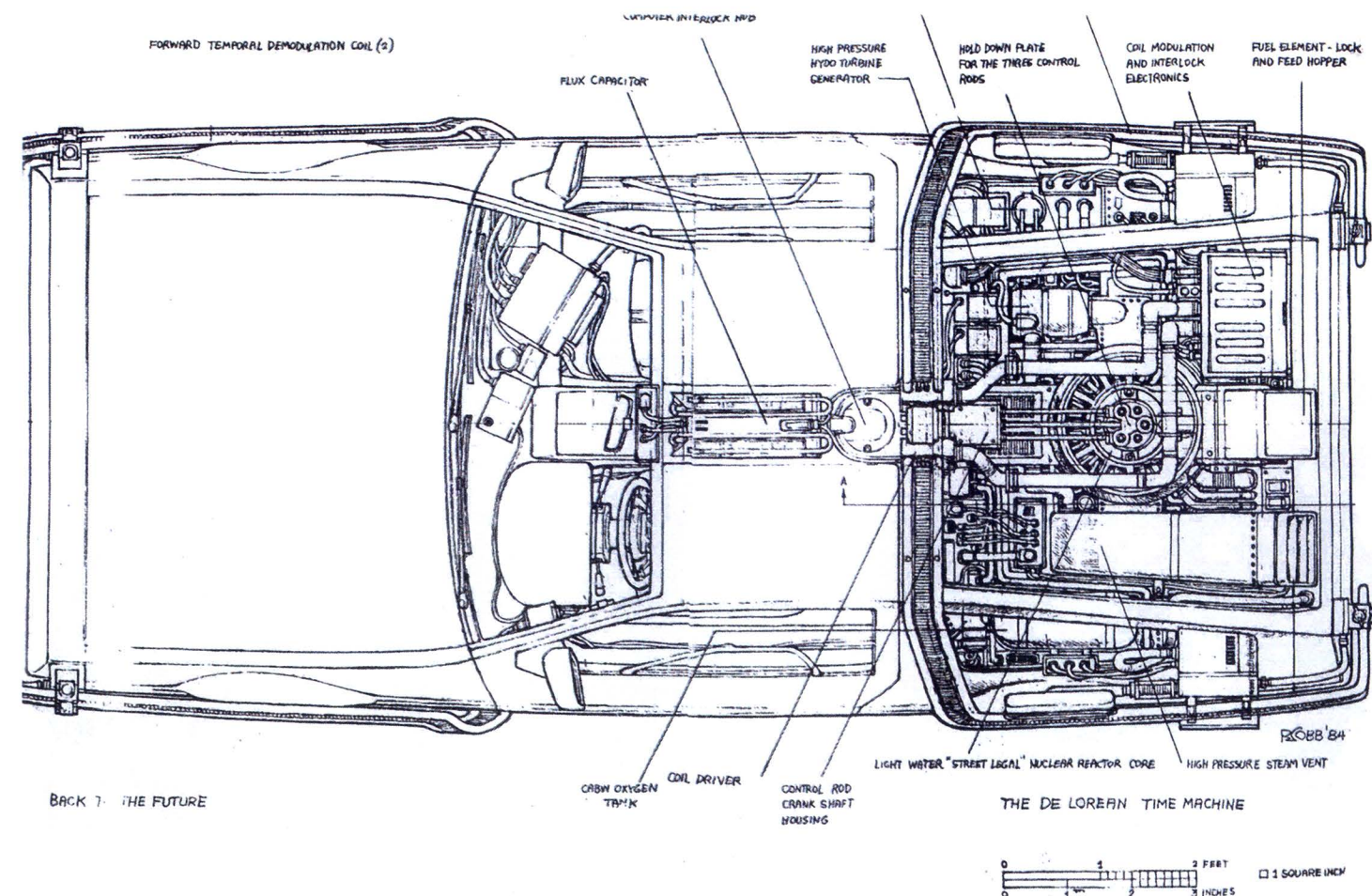
In this version, the time machine itself did not travel through time with the time traveler, so this became a plot device which required the Doc Brown of 1955 to rebuild the device using parts from his era. Bob Zemeckis and I wrote two "Time Chamber" drafts of BTTF for Columbia Pictures. They passed on the project because they didn't think it was commercial. Little did we know then that it would take three years and over 40 rejections from every studio and every major producer and production company before we finally set the movie up at Universal Studios under the new Amblin Entertainment banner of our mentor, Steven Spielberg.

So now it's 1984, and we do another rewrite. And this time we decide that Doc Brown would have been out of his mind to build a time machine that a) he couldn't take with him and b) that wasn't mobile. Solution? A car. But not just any

car. It would have to be a cool car, a car with the "wow" factor, a car that every kid who saw the movie would want to have. An uncommon car, one that would have a similar effect as James Bond's Aston Martin had on us when we saw "Goldfinger" in 1964, or Batman's Batmobile of the 1966 TV series. And in the early 80's, no car was cooler than the DeLorean. AND those gullwing doors were the inspiration for the gag in which the vehicle is mistaken for a space ship. Creatively, we could not have come up with a better solution. It was one of those perfect ideas. And although we received many script notes and had many discussions about various elements in the picture, the DeLorean was one element that was never questioned after we concocted it. Everyone who read the script thought that this concept was a winner. Okay, that's not absolutely true - our product placement people wanted to know if we'd consider making it a Ford Mustang







BACK TO THE FUTURE

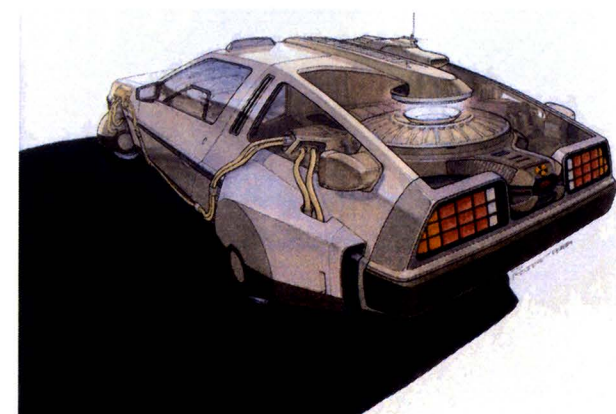
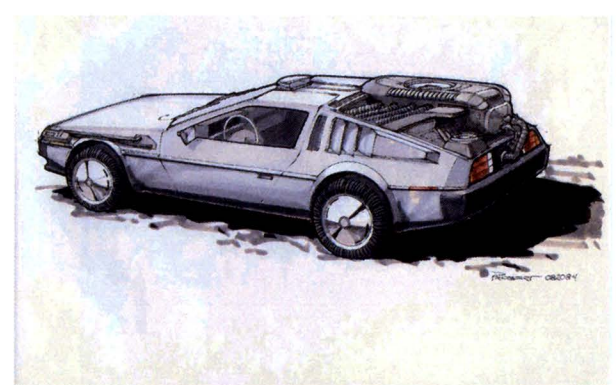
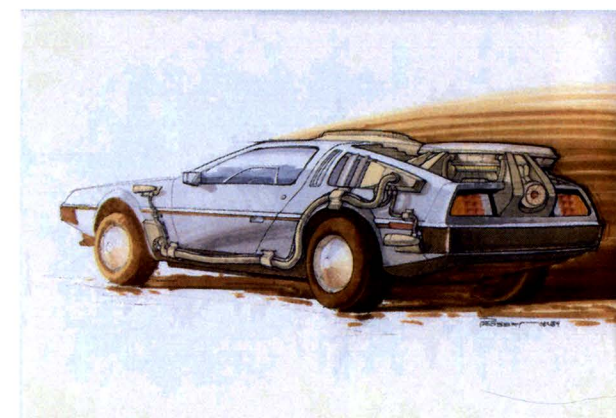
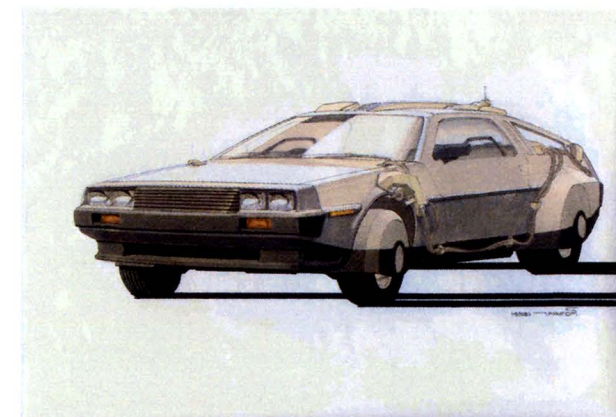
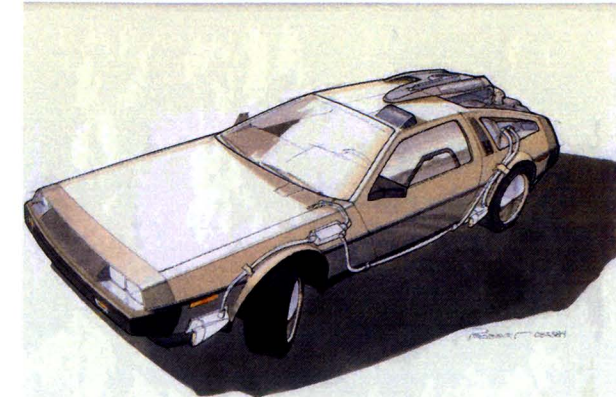
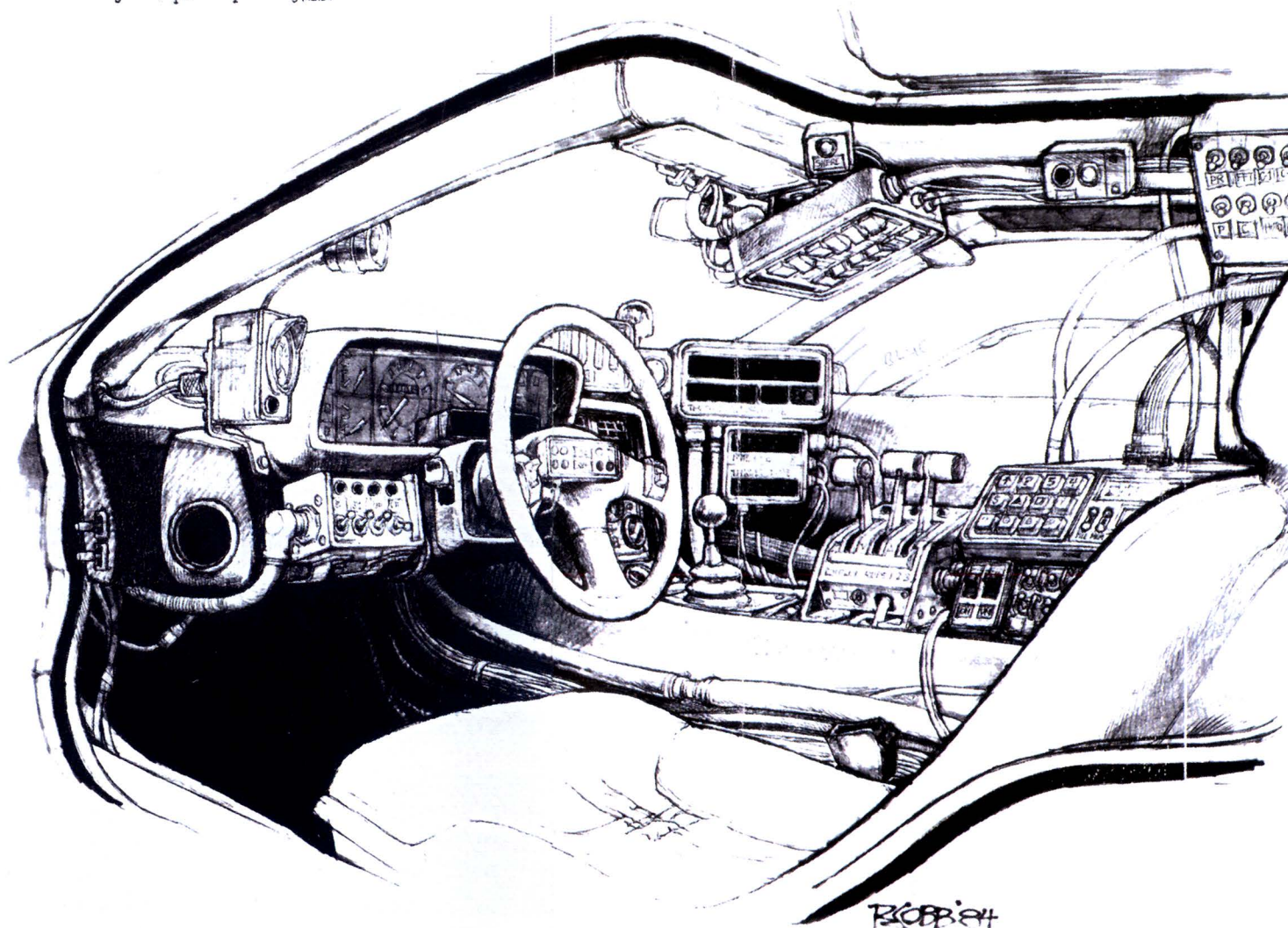
## DESIGNING IT

So now we're in preproduction, and we have to answer a critical question: exactly what does a DeLorean that's been modified into a nuclear time machine look like?

The first one to take a whack at this was Andrew Probert. Andy was (and I believe still is) an outstanding storyboard artist and an excellent conceptual artist whom we had originally hired to do storyboards. He convinced us that he could design the Time Machine as well, and if my memory is correct, he started working on this on his own time. Andy's first concepts were very cool but way too slick. They had a very "machined" look, perfectly finished and high tech. (Many of these drawings can be found on the "Back To The Future" DVD, in the DeLorean supplement.) They would have made great toys, but they didn't look like something that Doc Brown would have built in his garage. We wanted something rougher, cruder and more home made. With that in mind, we hired an extremely talented fellow named Ron Cobb. We'd met Ron several years earlier when he was designing director John Milius's production of "Conan." (He'd also worked on "Alien," "Star Wars" and "Raiders of the Lost Ark.") Ron's style

was earthier than Andy's, and he completely understood what we were going for. We talked a lot about the practical aspects of how Doc would outfit a small nuclear reactor on a car -- what would be required, and how it might all go together. As we knew from nuclear electrical generating plants (such as Three Mile Island), one key element was the cooling tower, so Ron put a big one with vents on the back. Thinking that Doc wouldn't have wanted to spend time building unnecessary cosmetic housing pieces for some of the wiring and equipment, we decided that cables and parts should be literally taped on the sides of the car.

The other key consideration was to determine what time travel itself would look like, and exactly what would happen to the time machine when it traveled through time. The DeLorean had to do something, but what? And would it be a "practical" effect - in other words, would the car actually do something on camera - or would it be a visual effect, meaning the special effects would be added afterward? This conceptualizing required input from our Visual Effects Supervisor, the great Ken Ralston who was at that time with Industrial Light and Magic (ILM). (Ken now is the top creative guy at Sony Imageworks, and has worked on every Zemeckis film.) Ken and his people at ILM came up with various ideas and sketches, which finally resulted in the idea that the Time Machine would create a rift or portal in front of itself and then drive through it, leaving fire trails behind. Bob Zemeckis believed that this would work best as a combination of practical and visual effects. As a result, we decided there should be elements on the





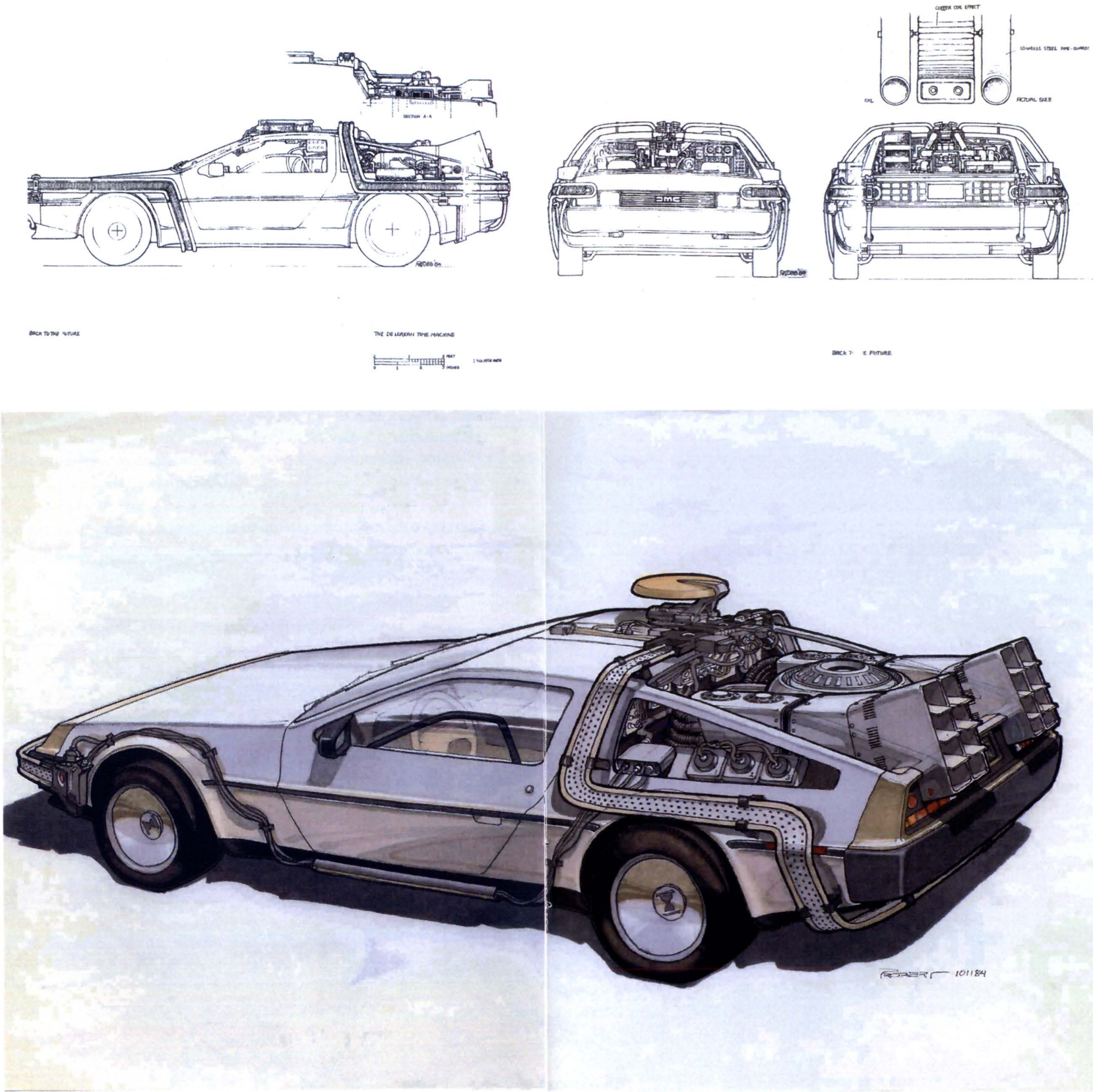
car that should glow, which led to the neon coils on the car.

Pretty soon, Ron had blueprinted a version of the Delorean Time Machine that looked damned good. I recall Ron left our project for another job (or because we couldn't afford to keep him on payroll any longer), so we went back to Andy for the final version. The biggest change we had Andy make was to add the second "cooling tower" on the back. This was purely aesthetic, as two of them looked like giant exhaust pipes and this helped balance the design. By the end of summer 1984, we had a design for Doc Brown's Delorean Time Machine.

## BUILDING IT

With the design in hand, the next challenge was to build it. The actual construction of the cars was the responsibility of our Mechanical Effects Supervisor, Kevin Pike, working with a fellow named Mike Scheffe, who we hired to solely deal with the cars' construction. I said "cars" because we knew we'd have to build more than one. One of the first things you learn in making a movie is that Murphy's law overrides even the laws of physics: anything that can go wrong will go wrong, and that goes double for cars. The last thing anyone wants to happen is to have a picture car break down in the middle of a scene with no way to repair it quickly. So you always want to have at least one backup. We wanted two backups - a total of three virtually identical vehicles.

Once our transportation people bought the first Delorean, we had a closer look at it. And we discovered something we hadn't thought of. The interior of the car was too small to put a 35mm movie camera in! This meant there was no practical way to shoot some very important shots in which the camera would be over the driver's shoulder looking through the front windshield. Furthermore, our Director of Photography wasn't convinced that we'd even be able to shoot effectively sideways and be able to see the background whizzing by out the driver's side window. There was only one solution that made sense. Instead of three cars, we'd have to do with two cars for exterior filming and literally cut apart the third for the scenes which required the camera to be inside the moving car. This would be done with rear screen projection, known as "Process" photography. The Process Car is set up on a sound stage with a screen behind it, on which is projected the image of a moving background. All of the side shots in which Marty



is seen in profile were done this way, as well as those in which the camera is over Marty's shoulder looking forward. Other interior close-ups were also shot in the cockpit car.

Meanwhile, we had to build the full functioning vehicles. And just because something could be drawn was no guarantee that it could be built that way. Our budget didn't allow us to create our own parts, so Mike Scheffe scrounged parts stores, junkyards, and God knows where else to come up with the various gizmos that adorn the cars, trying to match the look of our blueprints. Fortunately, Mike had a great design sense, so when he couldn't come up with something that looked like what was on the plans, he came up with something just as good. These parts had to be durable enough to stand up to a good deal of punishment, and everything had to be found in duplicate or triplicate. The only major design change I recall is that the neon coils had to be reconfigured so that the neon would work and that the car could be driven without breaking it. Originally, the neon was to have wrapped completely around the car, but we had to restrict it to the front and rear - otherwise, we could have never opened the doors.

## SHOOTING WITH IT

I think our greatest disappointment in the Delorean was a problem with a fuel management component that kept the car from having the speed we were looking for in a few shots. We resorted to "undercranking" (shooting at a lower frame rate) many of the driving shots so the car would appear to be going faster on film. If only we had known about Don Steger at that point!

Did our cars break down during filming? Oh, yeah. Constantly. We eventually kept a mechanic on set with us because breakdowns occurred so frequently. If ever there was a perfect proof of that old saw, "you can't judge a book by its cover," our Deloreans were it: they looked great, but their performance was anything but. After the first few days of filming with the car, we realized we'd have to factor in extra shooting time whenever we were scheduled to use it. In this regard, the fact the car was too small to fit a camera inside turned out to be a blessing in disguise because we did not need a functional Delorean to film those scenes.

Of course we experienced the aggravation most original Delorean owners had when they got that first dent and



discovered that there weren't too many stainless steel body repair shops around: you had to replace the entire panel at the time. Once again, our process car gave us the help we needed because we had parts left over from having cut it apart. We already had extra fenders and panels, and we used them!

BTF was shot in winter in the L.A. area which, although not nearly as cold as other parts of the country, can get uncomfortably cold at night in some of the outlying areas, particularly at 2 or 3 in the morning. We were routinely working in temperatures in the mid to upper 30's. As all Delorean owners know, the mechanism for operating the gull wing door includes a standard gas strut which keeps the door from falling down when it's left open. What you probably don't know is that after 10 to 15 minutes of being left open in a cold environment, the gas contracts and the door will close by itself. We certainly didn't know this, but we learned! We'd be filming a scene in which Marty and Doc Brown are standing next to the Delorean with its door open, and in the middle of the take, the door slowly closes! Once we figured out why, we had production people blast electric hair dryers on that strut in between every take!

When all was said and done, the Delorean was like a very finicky actress: beautiful, a pain in the ass, but worth the trouble. Despite all the headaches we got from using John Z's dream, we never regretted our choice of vehicle.

## AFTERMATH

"Back To The Future" was released on July 3, 1985 and became the highest grossing film of the year - over \$200 million. And everyone loved that Delorean! (No doubt, many of you bought one because of the movie.) As recounted on the DVD, Bob and I got a fan letter from John Z. himself. He described the film as "brilliant" and he thanked us for keeping his dream alive. By this time, the Delorean Motor Company was out of business, Mr. Delorean was mired in trouble, and the company's assets had been taken over by someone else. Some time after we got John Delorean's letter, the legal department at Universal received a letter from someone representing the new owner of the Delorean car name and designs, threatening to sue us for using their car in our movie without permission. (A legal note: you can't be sued for depicting a particular car in a movie or TV show unless you make serious derogatory comments about the

brand or make - and even then, it'd be a hard case to win.) When the studio lawyer told me about this letter, I sent her a copy of John's fan letter; she sent it off as a response to the potential lawsuit, and that was the end of that.

We had one more contact from the new Delorean company: when the sequel was announced, we got a letter from their head honcho telling us that for \$800,000, he could build us a flying car just like the one at the end of the film! I wrote him back and explained that we preferred to use special effects to depict the flying Delorean. Gee, do you think he might have been trying to scam us?

## ABOUT THOSE SEQUELS...

Having had the experience (and nightmares) of working with the Delorean in the first film, we put that experience to good use in the sequels. Once we knew we were making the sequels, we immediately bought three more vehicles. They were more expensive this time, due to the success of the film! Meanwhile, one car and the process car from the first film were in storage, and one was on display on the Universal Tour. We reclaimed those and began restoring them to working condition, while recreating the original design on the new ones. This time we had a much bigger budget, so we could create our own parts. We also had a new mechanical effects supervisor, Michael Lantieri, who was (and still is) one of the very best in the business. At least two cars were completely rebuilt with new engines and lots of new parts to improve their performance and stamina - a very wise investment. We also built one out of fiberglass so it would be light enough to be suspended from wires; this was used for many of the flying shots in Part 2. For Part 3, one car had to be modified with 1955 whitewall tires, and another had to have train wheels put on it.

From the beginning, not all of the vehicles were identical. As I recall, one of them was only dressed on the exterior and was no good for scenes in which you could see inside. We referred to them by letter: the "A" car was the most perfect looking one, never to be used in any intensive driving; the "B" cars were the workhorses, and the C was only for wide angle shots. Over the course of filming, we ended up cannibalizing one vehicle to provide parts for the others. All in all, our automotive problems were nowhere near as aggravating on the sequels. Having the extra cars available meant that we

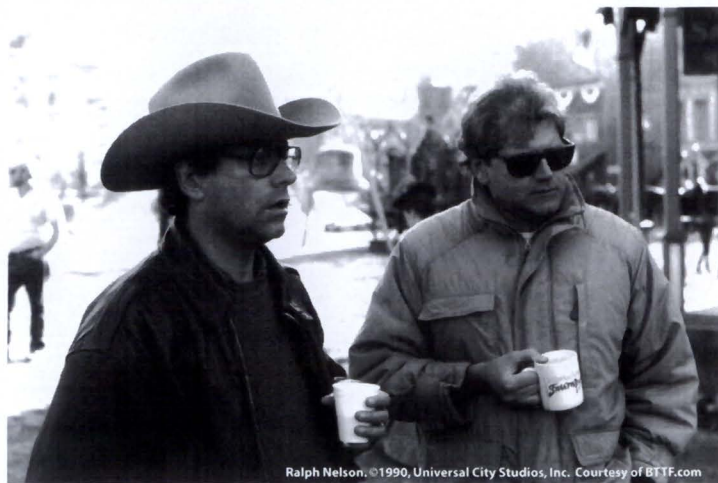


always had a spare to go to in case of a breakdown.

One bit of trivia you may find interesting is how we solved an interesting problem that came up in Part 3. The installation of the railroad car wheels on the Delorean turned out to be a lot easier than we expected, but there was a safety/insurance issue that hadn't occurred to us. We actually had a real 90 ton locomotive going 30 mph pushing the modified Delorean along those train tracks. If the Delorean derailed, the locomotive would run over the car! Obviously, we couldn't put Michael J. Fox in the vehicle. Well, this didn't matter for wide angle shots in which you couldn't clearly see the driver - stunt men are paid to take risks like that. But we did need to see Michael in the car as it was being pushed (although today we probably would have used computer technology to solve the problem). The solution was to film those scenes in reverse! Every time you see Michael in the Delorean as it's being pushed by the train engine, it was actually being pulled backward, and the film was printed in reverse. Thus, if the Delorean derailed, there would be no serious danger to our star. If you look at the film carefully, I believe you'll see one or two shots where the smoke from the train going the wrong way. Luckily, the car never derailed going backward or forward, a testament to our craftsmen and to the rock solid 19th century railroad technology.

## DESTROYING IT

I can't conclude this article without talking about the destruction of the vehicle near the end of Part 3. First, in case you had any doubt, no miniatures, computer or optical effects were used. That's a real train hitting a real Delorean, not an illusion. However, the destruction was assisted by the use of on-the-set special effects, specifically explosives. For the sake of spectacle and dramatic "impact," we wanted to ensure that the car would be obliterated as opposed to simply being knocked off the tracks or mangled. Michael Lantieri pre-scored the vehicle, literally cutting it at various points. Then he fitted it with very small amounts of explosive - primacord, as I recall - to be detonated on impact. This way, we could be certain that the car would break into a lot of pieces which would be strewn all over. (If you step through the frames on the DVD, you'll actually see the detonation in one frame.) As a responsible producer, I was concerned that the train itself might be derailed as a result of this, so I spoke to the engineer. He laughed. Laughed! No way was a 60 ton train engine going 25 miles per hour going to be affected by



**Writer/Producer Bob Gale (left) and Director Robert Zemeckis on the western set of "Back to the Future Part III" in Sonora, California.**

a tin can of a car! In fact, he couldn't wait to smash into it. "Young man," he told me, "I've wanted to do something like this my whole life!"

As there were going to be no Take Twos, we ran six cameras on the stunt, including a cheap camera called an Imo that we could risk destroying for the sake of a great shot. The stunt man you see bolting out of the car was Charlie Croughwell who had doubled Michael J. Fox through both sequels (and is now a first class stunt coordinator). Charlie gave us all near heart attacks by doing his job so well - he absolutely could have been killed.

There were, of course, a lot of spectators for this one. The location, in Port Hueneme, was a public street (which still looks pretty much the same today), so we had curious residents, as well as nearly everyone who'd worked on the movies. Many of us had a love-hate relationship with the Delorean, so it wasn't just the fact that we were going to hit a car with a train that was so appealing, it was that we going to hit one of those damned Deloreans! Well, after three movies worth of Delorean headaches, we certainly had no complaints about the performance of the car in this shot! Everything turned out even better than we hoped - a perfect finale for our Delorean Time Machine. ■■■



**H**ow did this all begin? Well, it all started one weekend when a good friend of mine, Shannon Birdwell, asked me to go to a DeLorean show here in Houston last year. That was my first experience with the car except for the movie...and we all know which one. It was at that time that I learned of a car show in Pigeon Forge and that there would be a raffle car. Shannon talked me into buying two tickets. The day after the drawing my friend told me someone in Texas had won the car but he did not know who. When I found out it was me I was shocked. I have never won anything of that magnitude before. Ken may have never gotten through to me for the "official notification" because my secretary screens my calls, and must have surely thought this was a prank.

I was shocked at the great condition the car is in. For a 1983 model it has been restored very nicely. However, the DeLorean is Shannon's dream car and he has always wanted one. So I am going to sell the car to him. I know that it will be well taken care of. We have even talked of some weekends I could use the car to go on an afternoon drive.

Thanks Dave for all that you did on the car to make it even better than it already was. Dave has been great. Once, while enjoying it, I noticed it was overheating. Luckily I was close to home and was able to get back. I called Dave for help and found out the clip that holds the otterstat sensor in had come off letting the sensor pop out. I was able to fix it and get back on the road again quickly.

When I drive around Houston, I am surprised at how many people honk, wave, or give me the "thumbs up" sign. I had only had the car a few days when I drove it to the grocery store. When I got out a family of two kids came running over wanting to talk about the car. I went to get the car inspected for state sticker and the two guys spent an hour just sitting in the car talking about how neat it looked. Of course I could only give so much information about the car because I know so little. Also when I went to get my plates for the car I told the lady at the tax office that I had won the car in a raffle. She could not believe it, so I told her to go to the web site and she would see my name. She was so excited she was telling everyone about me.

So with the car comes excitement in all forms. I can tell a lot went into fixing up the car and I just want to say thanks to all who had a hand in it. Ken when you choose to give away a car I can say you go all out to put up a good prize. Thanks. ---

# THE RAFFLE CAR SAGA

(POST PIGEON FORGE)

RICK JONES

SHANNON BIRDWELL



**A**ll of us who own a DeLorean can probably remember the first time we saw one. For most of us, that is when the dream begins. The dream often has to take a long journey before it is fulfilled.

The first time that I remember seeing a DeLorean was when I was in college at Texas A&M. There was a small car show on campus that featured a DeLorean. I was impressed with the car and I knew I wanted one then. Being a poor college student paying my own way through school, there was no way I could afford one.

When *Back to the Future* came out in 1985, it reminded me of my desire to one day get one. Then, again in 2002, still without much more cash than I did as a college student, I began saving to buy my own DeLorean. I got on the internet to find out more. I joined the DML, and immediately saw the great value of this resource for owners.

In May of 2003, DeLorean Motor Company of Houston had their open house. I asked a friend, Rick Jones, to go with me. DMC was giving warehouse tours, a tech session and was having a couple of different car contests. It was fun to meet and talk with various owners, some of whom I knew by name from the DML.

Rick and I talked about taking our wives with us to Pigeon Forge. We pitched the nearby shopping that was available to entice them but it didn't help. When I heard about the raffle car being given away, I had to get tickets for it. I told Rick about it and he bought tickets too. Since I was the one who had a greater interest in the car, he told me that I would get the car if he won.

On Saturday evening June 19th, I got on the Internet to try and find out who won the car. Emails in the DML only said that someone from Texas had won it. I knew that no one had called me unless they had called my work number. At church on Sunday Rick asked me if I knew anything and I couldn't help. In the meantime, there was speculation going on in the DML. When I got to my office on Monday, I saw that a message had been left on my phone. With hopes raised, they were dashed when it wasn't a call announcing me as a winner.

Tuesday morning while at work, Rick called me. "I've won the car!" he said. Ken had been unable to get in touch with Rick over the weekend because the number for Rick was a work number and the office was closed on the weekend.

After some additional work done on the raffle car, it was finally delivered to Houston, Texas in August. Rick and I have been having fun driving it and the story about how he won it has amazed a lot of people. At some point the car will be transferred to me but I'm sure Rick will have visiting rights. I'm sure I will be asking questions in the DML as I get familiar with the car and work on it.

I want to thank all the people who have made the raffle car possible and making a dream come true. First to Ken for doing a raffle car for the show. Many thanks to those who worked on the car to bring it up to standard: Dave Swingle, Dave Bauerle, Rich Weissensel, Patrick and Terry Conlon, Josh Haldeman and others whose names I missed. Thanks to DMCH, PJ Grady, Don Steger, John Hervey and Dave Bauerle for donating parts for the car. All these people show what the DeLorean community is about. ---





# Pittsburgh Tech Session

**Mike Substelny**

*Reprinted from the  
DeLorean Club of Ohio Newsletter*

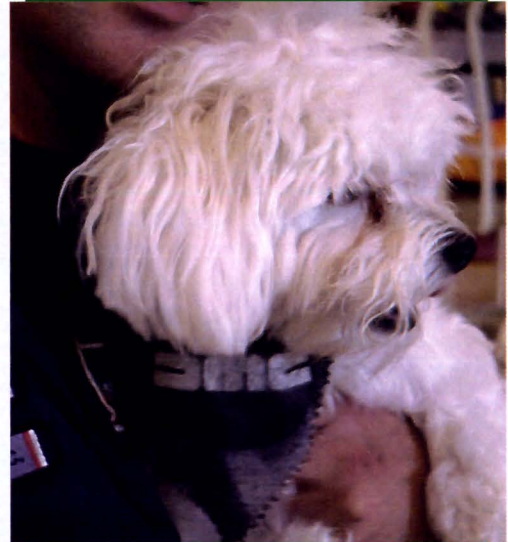
**W**hen I say the name "Pittsburgh Tech Session," do you imagine a bunch of people standing around a partially disassembled car while a self-proclaimed expert drones on and on about the care and feeding of fuel accumulators? I did. In fact, if it weren't for the encouragement of Cheryl Best-Wilke, Patti and I probably would have stayed home on August 7th.

But the Pittsburgh Tech Session was no lecture. It may have been a hands-on orgy of DeLorean rejuvenation plus a gluttonous indulgence of delicious food, but it was not a lecture. This was an event where about 30 people actually got work done - lots of it - on the 14 or so DeLoreans that showed up.

Dan and Judy Plakosh were wonderful hosts, taking generous hospitality to a new level. They did more than just open up their beautiful home, complete with ample shade trees. They fed us chicken breasts, burgers, Polish sausage, beer . . . and that was just lunch! At dinnertime they pulled out all the stops and grilled steaks and ribs. What a feast! The cookies were frosted to say DMC, and the brownies had hand made DMC candy toppers. I've never seen anything like it.

But after all the food and drink and desserts they weren't finished. They also gave us commemorative T-shirts. And doggonit, those shirts are cool! I've never felt so welcome at an event.

Dave Stragand (in Cleveland Dave displayed Vixen, his then skinless DeLorean) brought a full sized Bear Ace engine analyzer. He checked out engine and electrical systems for



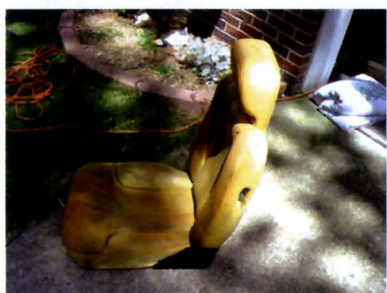




Montie Keaton, John Stiefel, Rick Myosky, and others. At one point I saw Dave shaking a can of compressed cleaner into John's fuel injectors. Picture Mr. Goodwrench making a martini for James Bond - that's Dave.



Rich Acuti recovered a pair of DeLorean seats with the new skins from DMC Texas. He got a lot of help from Chris Bowman in this all-day project. Apparently the leather is fastened in place with individual, hand-bent rings. I got tired just watching them toil away at this job, but the results were impressive. As you can see from the picture, the seats look brand new.



Shannon Yocom and Joe O'Brien did a lot of work, going beyond their favorite gig of adjusting torsion bars. They went from car to car - Jeff Porter and Mike Cohee needed their bars cranked up while Ronnie Crouse needed his bars turned down, waaay down. Jeff and I also needed new speedo cables installed. Then Ronnie had a baffling mystery noise in his left front wheel which turned out to be a loose spline nut. All day long these 14 lucky DeLoreans just got better and better. And always there was more food.



But there was more going on than just fixing and eating. Chloe, Judy's Coton-de-tulear (i.e. cute little doggie) charmed and entertained everyone with her antics and DMC bandanna she wore. Penny Stiefel, Kathy Myosky, Del Slaw, Cheryl Best-Wilke, Amy Keaton, and Patti Substelnny relaxed on the patio and worked a jigsaw puzzle: Lady Liberty with fireworks.

By the end of that long, wonderful day we'd all solved our puzzles and loosened our belts. I had a new appreciation of what a Tech Session could be. And if Dan and Judy Plakosh ever invite me again, you bet I'll be back. ■■■



# THE MAN WITH THE GOLDEN CARS

Dom Diaz

## Part 1

**D**ecember 1979 American Express Christmas Catalogue: a Gold DeLorean advertised for \$ 85,000.00. Since the car didn't even exist yet, the pictures are touched-up photos of a stainless steel DeLorean prototype. The ad promises that 'no more than 100' will be built to keep production limited and collectibility high. They build two. According to C.R. Brown (famed former V.P. of DMC), they are built at a staggering loss of \$40,000.00, per car. They take almost two years to be delivered. Born in Belfast, Ireland, the 'twins' are separated soon after birth. One goes to a private owner in California, Sherwood Marshall. The other is

bought by Roger B. Mize and put DIRECTLY on display at a bank in Snyder, Texas - enclosed in a custom glass case. Well, as fate would have it, they've been reunited this year. Almost. They are now both in museums on the West Coast.

How did I get involved in all of this? Good question. My wife and I had already planned on taking a trip for our honeymoon, and I did what any good DeLorean owner would do; I chose the location based on getting to enjoy some DeLorean-related activity. I begged Ken Koncelik to let me do an article on the Gold DeLorean in Reno and arranged everything with the museum. Then came the surprise. I was on the phone with the curator at the museum in Reno when she asks, "So are you going

to see the one in LA as well?"

"Ummm, what one in LA?" I reply, thinking she must be confusing the facts since the other is in Snyder, Texas.

"I was told by a volunteer that the other gold DeLorean was at a museum in L.A.," the curator says.

I'm thinking she must be confused but decide to I follow up on it. Four calls later I am on the phone with Bill Tollison, husband to one of Roger B. Mize's daughters and corroborating the curator's recollection. However, I'm getting ahead of myself, that story is for the next installment of this article. Anyway, that's how we happened upon both cars in relatively close proximity to each other, and it was quite an experience. Now on to the specifics.

First off, let me dispel the myth that there are more than two. There may be other gold-plated DeLoreans out there but these are the only two that were gold-plated at the factory and sold through American Express.

VIN number 4300 originally went to Sherwood Marshall of Alameda California. It was donated to the William F. Harrah Automobile Foundation in Reno, Nevada. Why would anyone get rid of such a rare car you ask? Easy, in 1986 insurance rates were a princely \$1000.00, PER MONTH (the justification was that a mere "door ding" had a potential repair cost of \$24,000!!). The car was on loan there for some time before being donated permanently. The museum is ecstatic to have this car as part of its collection and has no plans to remove it anytime soon.

Having seen both cars up close and personal, I can tell you that the gold hue is breathtaking. But that's that not all that makes these cars special. It's the detail. Torsion bar...Gold. Bolts, Washers, and Hinges for the door...Gold, Gold, and Gold. Support brackets for the rear louver, Headlamp support braces, Muffler exhaust pipes. All Gold.

This car has 1,441 miles on it and looks like it just came off the showroom floor. It still has all fluid in it and does not leak at all, as is evident from the fact that it is a carpeted floor showing no stains. The coolant bottle is still pristine white. I saw no evidence of dings or damage, and I looked closely. Of course all the struts are shot; they hold the driver's door up with a pair of pliers and the passenger door has had the strut drilled through so that a pin can be placed through there to open it up. Hopefully the pictures will give you a feel for how





these cars shine, but there really is nothing like seeing the golden sheen in person. Overall the look of the car in gold is very flattering, though I thought the wheels would have looked better if they would have made as bright as the rest of the finish. Difficult to say, since the wheels may have been originally brighter and may have dulled with age. Sadly, the car is not currently running, they are not sure when it ran last, and there are no plans to change that.

The museum was kind enough to move it away from the wall and open the car up for a close inspection and pictures. Saddle brown leather on the seats looked great; it's too bad they never made it into production. The emergency brake cover, dash binnacle, and convenience tray behind shifter are wrapped in the same color leather, adding a nice touch. Surprisingly, the headliner was not sagging at all even though I am told it is the original. It is difficult to tell from the pictures but the headliner color is actually more of a taupe and compliments the interior well. We could not tell if the cargo net behind the seats was originally a lighter color or if it has faded from original black, but based on the condition of the rest of the car I suspect the former. The museum has done a great job maintaining this car and we attracted more



than a few curious people over as we were photographing the car.

If you are in the area, I highly recommend a trip out to the National Automobile Museum: The Harrah Collection in Reno, Nevada. They are a great group of people and share our passion for the marque. As an added bonus, they welcome the opportunity to be a focal point for future Delorean gatherings. The museum is home to 200+ cars, and the Delorean is currently displayed in Gallery Four.

A very special thank you to the museum, especially Cindy Ainsworth and Jesse Wilson, for the opportunity to inspect and photograph the car. Also, we were fortunate enough to be taken on a tour of the rest of the museum and were very impressed with their collection as a whole. On display was an entire history of the VW bug as well as a Tucker and a Cord. They have hand-built prototypes and even a Jeep that was mated to a Ferrari engine! Any questions about the car or the museum can be answered at 775-333-9300. The street address of the museum is:

**National Automobile Museum  
The Harrah Collection  
10 South Lake Street  
(corner of Lake & Mill)  
Reno, Nevada 89501-1558**

That leaves us with the segue into the second car. How did it happen? Well, these 'twins' had contact again as recently as 1989, when Bill Tollison and the museum exchanged information and made a commitment to stay in contact in regards to the status of these cars. That status changed this year, somewhat unexpectedly. 4301 left Snyder, Texas and its bank glass case for good and headed out west. Why that happened and where it ended up has not been publicly announced yet but through the gracious help of Bill Tollison, I was able not only to locate the second car but also to have an exclusive opportunity to inspect and photograph it before anyone else (though I suspect that by the time this story goes to print there will be others who have viewed it). That story, the current location of the car, and those incredible photos will be posted in our next issue. Stay tuned. ---





## MID-ATLANTIC FALL FOLIAGE TOUR 2004

KEVIN ABATO

It's the middle of October in New York State. The weather is getting a little bit colder, the leaves are starting to change color, and the number of driving days left for the season before the bad weather hits are counting down. What better way to spend this spectacular time of year then to attend the Mid-Atlantic Club's annual Fall Foliage Tour!

The Fall Foliage Tour V was the best tour to date. Starting early on Saturday Oct. 16th, Members who attended the event were offered several options as to where and when to join the tour. Starting points included several museums in New York, and a homecoming parade at Montclair State University in New Jersey. However, the real fun began when we arrived at the beautiful Harrison Center in Glen Cove N.Y. This former Gold Coast Mansion is now a beautiful hotel/conference center that would be our base of operations for the remainder of the weekend. The facilities at the center included an indoor pool and hot tub, racquet ball court, bowling alley, pub, pool tables, and incredible scenery all around.

So with all of these things to tantalize us, which ones did we do? Almost none of them! We were too busy having fun and hanging around talking with each other. If you have never attended a Mid-Atlantic event, I highly suggest that you do. We are the friendliest group of owners that you could ever meet, and we open our arms and extend our friendship to all who attend our events.

The greetings and conversations at the hotel went on until it was time for dinner later that evening. The Club's President, Mike Deluca, had arranged a great meal at an Italian restaurant in downtown Glen Cove called Marra's. Not only did a huge feast await us, but Mike had taken the liberty of speaking with town officials in advance and having the main street in town blocked off for "Delorean Parking Only" (Yeah...many of us have those street signs, but this is the first time the rule was enforced outside of our own garage!)

After dinner, we caravanned back to the hotel to relax for the rest of the night. Activities included playing pool, raffling off some great prizes courtesy of the Mid-Atlantic Club, PJ Grady, and Delorean Car Show Magazine. I also took great pride in announcing the winner of the "Design Our Logo" contest (more details about this to come in a future article). We laughed and partied in the billiards room and pub until the late hours of the evening. A few others and I even managed to sneak out front of the hotel's main entrance for a little night-time photo session with our cars!

The next morning we all enjoyed a delicious continental breakfast buffet at the hotel before checkout. Then the main photo shoot took



place with all of the cars. The Harrison Center staff was kind enough to let us block off the main circular drive in front of the hotel and do a photo shoot with our cars. After all the cameras stopped clicking away we regrouped for the next big event of the weekend. The road tour and rally! Again the club provided options to its members. You could partake in the road rally, or follow Mike Deluca on a driving tour of the scenic areas in Glen Cove. Either way we were in for a treat.

My wife Cheryl and I had never done a road rally before and learned a valuable lesson "Read the directions carefully, and communicate with your partner". Supposedly my wife was forewarned by others that "We don't do these things anymore because we are at each others throats by the end". Well...20 minutes into the rally I was wishing I never started. Out of frustration (caused by both of us not reading the rules) we had missed several key clues and decided to join the driving tour instead. This too proved to be a lot of fun because we constantly crossed the paths of Deloreans who were driving from point to point to find clues and complete the road rally challenge.

The final destination of both the rally and the road tour was yet another great dinner at the Walls Warf restaurant. The restaurant provided an awesome view of Long Island Sound and an incredible sunset. It was here that the road rally answers were reviewed and the winner announced. Mike decided that even though my wife and I dropped out of the official rally early on, we were the only ones crazy enough to count all 79 boulders on the side of a 1 mile long road! Hence, we were declared the official winners since that was a 175 point question on the rally. (He didn't think anyone would be crazy enough to do it!).

We all ate dinner and parted our separate ways as the weekend grew to a close. As always we all left with happy new memories with friends, some old, some new. Upset that the event was over, we could all take pleasure in knowing that the next event for the club is not too far away, and we invite EVERYONE to come and join our family! ---

[www.deloreanmidatlantic.com](http://www.deloreanmidatlantic.com) - for event listings and club details.





# Evansville 2004

Ken Koncelik

**M**arty Maier and his band of loyal DeLorean enthusiasts including myself, again made the trip to Evansville. No longer is the show run by My Classic Car and Dennis Gage but rather the City of Evansville. Despite their efforts last year the show had dropped in size to about ¼ of its former glory. Many of the groups had complained that the show had lost its so called Pizzaz and had threatened not to come this year. After many calls to the promoters the group decided to try it one more time again.


This year they promoters put the car clubs closer to the center stage with the Impala club, our arch rival Starsky and Hutch club and of course our DeLoreans.


This year there were 11 ½ DeLoreans (we counted Ron Wester's modified DeLorean trailer as ½ of a car) but for the first time since we have been coming the Torino group beat us for the best club participation award.

The weather was great this year and we actually really enjoyed the quiet weekend. They did judge the cars and this year Cheryl Wester won the DeLorean Class.

I would like to encourage you all to participate in this event next year as the current sponsors seemed to do everything right this year and are on track to make this again a great fall event. (besides we need to beat the Torinos). ■■■

## DESTROY THE DECAY



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### K2905DP Trunk Release System \$24.95\*

### K2906DP - Window Controller \$36.95\*

### K2908DP - Remote Start Module \$79.95\*

### K2909DP - Starter/Ignition Kill Switch \$9.95\*

## WINGS-A-LOFT™ K2300DP Elite Remote Door Opening System (no price or date available yet)

This system will be based on a different platform with some high-end electronic features like integrated remote start and 2-way LCD paging remotes. This system is still under development. A preliminary upgradeable version will be available around the first of September. In a couple of months, it will have expansion possibilities in terms of multiple available channels for extra functions.

\* See our website [www.delorean-parts.com](http://www.delorean-parts.com) and click on part number for details on these accessories



K2200DP

## WINGS-A-LOFT™ K2200DP - Deluxe Remote Door Opening System

This system has all of the capabilities of the K2100DP, plus an integrated Stellar ST9000 state-of-the-art alarm system. The system also includes two 4-button remotes, light weight actuators, linkage, and complete installation instructions. However, the Deluxe controller has fewer available auxiliary channels, so there is a limit to the number of add-ons that you can install. This system is priced at \$249.95, the ST9000 comes with a limited lifetime warranty and the available add-ons are:

### K2901DP - Glass Sensor \$29.95\*

### K2902DP - Radar Motion Sensor 2 Stage \$79.95\*

### K2903DP - 2 Head Bi- Directional Ultra Sonic Sensor \$39.95\*

### K2904DP - Battery Back- Up Siren w/Keys \$49.95\*

### K2905DP - Trunk Release System \$24.95\*

### K2906DP - Window Controller \$36.95\*

### K2907DP - Long Range Pager \$189.95\*



K1000DP

## K1000DP - TOBY-TAB Custom Trailing Arm Bolt Kit

The long-anticipated third batch of our signature TOBY-TAB trailing arm bolts has arrived, and these Inconel aerospace-quality bolt kits are now available for immediate shipment. DeLorean Parts Northwest has arranged with the original manufacturer to supply a limited number of bolts for those who want the very best for their cars. The new kits now include an extra pair of free-running nuts for those who want to install their trailing arm bolts using the "double-nut" technique, in addition to the high-strength self-locking nuts, hardened flat washers, instructions and lab testing data. **\$74.95**

### NOTE:

NONE of the Remote Door Opening Systems replace the door lock solenoids with actuators, see the K1007DP Door Lock Actuator Upgrade for that function



100486DP

## 100486DP - Heavy Duty 3 Row Brass Radiator

Combine improved capacity with better cooling, and throw in the added benefit of no more cracking, leaking plastic end tanks, and a petcock for draining. **\$249.95**

NOW  
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## A photograph of Bill Clinton, on the left, shaking hands with a man on the right. Clinton is wearing a dark suit and a red tie. The man on the right is wearing a dark suit, a light blue shirt, and a colorful patterned tie. They are standing in front of a stone wall. In the background, other people are visible, including a man in a dark jacket and a woman in a white dress.



## Miscellaneous Pictures from Pigeon Forge



**Contact: Dick Shipman**  
**10568 Ashton Avenue**  
**Los Angeles, CA 90024-5140**  
**(310) 474-8194**



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# Reconditioned Brake Calipers



Because of their age most DeLoreans are long overdue for a brake caliper rebuild. Our reconditioned calipers look and perform like new because we take extra steps to ensure it. First we disassemble, glass bead, and inspect the housings for damage. Next they are sent out for cadmium plating which gives the housing and piston bore a coating of rust protection. Finally we reassemble them with **original equipment manufacturer seals** and your choice of **new O.E.M. (G) or stainless steel pistons (S)**. In either case these are the highest quality rebuilds available.

Calipers with stainless pistons are sold only in pairs or complete sets. Rear calipers do not include parking brake assemblies. Please specify piston type when ordering.

|                    |   |          |
|--------------------|---|----------|
| 100042R (G or S)   | Recond. R/Front Brake Caliper (O.E.M. or Stainless Pistons) | \$175.00 |
| 100043R (G or S)   | Recond. L/Front Brake Caliper (O.E.M. or Stainless Pistons) | \$175.00 |
| 100044R (G or S)   | Recond. R/Rear Brake Caliper (O.E.M. or Stainless Pistons)  | \$175.00 |
| 100045R (G or S)   | Recond. L/Rear Brake Caliper (O.E.M. or Stainless Pistons)  | \$175.00 |
| 100042-5R (G or S) | Complete Front and Rear Caliper Set                         | \$600.00 |

There is a core charge of \$100.00 per caliper that is refundable upon our receipt of your old rebuildable part(s).



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